AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (currently amended) An engine auxiliary drive for a motor vehicle with a toothed-gear drive, that has a first [[(1)]] and a second toothed gear wheel [[(2)]] with tooth flanks ~~(11, 12) that are meshed~~ meshing with each other, characterized ~~in that the~~ by said tooth flanks ~~(11, 12)~~ of ~~the~~ said toothed gear wheels ~~(1, 2) are~~ being involute-free or at least nearly involute-free ~~of involutes~~ in the force transmission area ~~(13)~~, and transition from a concave area directly or at least nearly directly to a convex area, effective profiles of said tooth flanks matching in a manner that it comes to planiform contact regions, linearly viewed in cross section, along complete height (h_4,h_5), and that the first toothed gear wheel [[(1)]] ~~is~~ being made of plastic.

2. (currently amended) The engine auxiliary drive according to Claim 1, characterized in that the second gear wheel [[(2)]] is made of a material with greater strength than the first gear wheel [[(1)]].

3. (currently amended) The engine auxiliary drive according to Claim 1,characterized in that at least sections of the opposing tooth flanks ~~(11, 12)~~ of gear wheels ~~(1, 2)~~ have nearly the same curvature in their tooth flanks ~~(11, 12)~~.

4. (currently amended) The engine auxiliary drive according to Claim 1, characterized in that the concave area is situated in an area adjoining a tooth base ~~(6, 8)~~ and the convex area is situated in an area of the respective teeth ~~(4, 5)~~ adjoining a tooth crest ~~(7, 9)~~.

5. (currently amended) The engine auxiliary drive according to Claim 1, characterized in that the second gear wheel [[(2)]] is made of metal.

6. (currently amended) The engine auxiliary drive according to Claim 5, characterized in that the tooth thickness of the teeth [[(5)]] of the gear wheel made of metal [[(2)]] is less than the thickness of the teeth [[(4)]] of the plastic gear wheel [[(1)]].

7. (currently amended) The engine auxiliary drive according to Claim 1, characterized in that the gear wheel made of plastic [[(1)]] has a greater tooth width or tooth thickness on the pitch circle of the gear wheel [[(1)]] than [[the]] a space width between adjacent teeth.

8. (currently amended) The engine auxiliary drive according to Claim 1, characterized in that the gear wheel made of metal [[(2)]] has a smaller tooth width or tooth thickness on the pitch circle of the gear wheel [[(2)]] than [[the]] a space width between adjacent teeth.

9. (currently amended) The engine auxiliary drive according to Claim 1, characterized in that during the rolling off of the gear wheels ~~(1, 2)~~ there are always two or more teeth ~~(4, 5)~~ of the gear wheels ~~(1, 2)~~ meshed with each other.

10. (currently amended) The engine auxiliary drive according to Claim 1, characterized in that the plastic gear wheel [[(1)]] is an injection molded part that receives no additional treatment after the injection molding.

11. (currently amended) The engine auxiliary drive according to Claim 1, characterized in that the gear wheel made of plastic [[(1)]] is injection molded onto a hub or a part of a shaft having raised parts and/or depressions on its outer circumference.

12. (currently amended) The engine auxiliary drive according to Claim 1, characterized in that it is intended for driving one or more balancing shafts ~~(56, 57)~~.

13. (currently amended) The engine auxiliary drive according to Claim 1, characterized in that the first [[(1)]] and second [[(2)]] gear wheels are designed as helical-toothed spur gears.

14. (currently amended) The engine auxiliary drive according to Claim 1, characterized in that the first [[(1)]] and second [[(2)]] gear wheels are designed as straight-toothed spur gears.

15. (currently amended) The engine auxiliary drive according to Claim 1, characterized in that the plastic for the first gear wheel [[(1)]] is a homogeneous plastic.